

Mr Nick Morley
Gedling Borough Council
Civic Centre
Arnot Hill Park
Arnold
Nottingham
NG5 6LU

22nd February 2014

Dear Mr Morley

Formal Observations of Linby & Papplewick Parish Councils – Objection

Application Ref: 2013/1406

Application by The Co-operative Group

Outline Application for demolition of three properties on Papplewick Lane to provide access for a residential development, education provision, public open space and attenuation ponds with Access defined and all other matters reserved

Further to our letter dated 19th February 2014, the Parish Councils have identified further irregularities with the information submitted in support of the planning application, that we would like to draw to your attention. We would like to comment on the documents that Hyder have submitted on behalf of the Co-op. They are listed below:

- **Conceptual Drainage Strategy, dated 10th February 14**
- **The Papplewick Lane Blockage Assessment, dated 3rd February 2014**
- **The Papplewick Lane Emergency Access, dated 12th February 2014**

1. With regard to the conceptual drainage strategy we have laid the 2 side by side, and see that they have made some subtle amendments and also rearranged the content, perhaps to give the impression of change. The capacity of the attenuation ponds and the modular storage system remain the same. Our earlier calculations questioned the capacity of these, especially the attenuation ponds, these comments still stand.

2. On page 9, point IV, a new attenuation feature has been included. This is only a suggestion in that it could be added, it is not definitely included. It takes the form of roadside SUDS, or a buffer for road runoff which it is also proposed will biologically treat pollutants. This is a beneficial feature if correctly maintained. It would need protection from vehicles running on it. It should be made an integral feature of the scheme should approval be granted.

3. On page 10, section 3.3.2; we still question the 50% impermeability figure for the site. There are no calculations to confirm this, and in any case as previously stated due to the impact of gardens and other urban infrastructure, this 50% is unlikely to be readily permeable, more likely semi-permeable mainly on account of surface compaction. 25mm of rainfall over a 15.03ha site would generate 37,575m³ of water. If the buffer ponds are full, an additional 25mm rainfall event will result in this amount of water being transferred rapidly into the River Leen.

4. With reference to the memo - Papplewick Lane Emergency Access, dated 12th February 2014 - the modelling suggests that the point where the track joins Papplewick Lane may be expected to flood to 0.08m depth once a year over the track (1% aep) and to 0.5m depth every 10 years (0.1% aep). If they do anything to raise the river level, the recurrence interval of such events will be decreased.

Papplewick Lane is lower than the track, so the water depths would be greater across this important highway. We would suggest that the 0.08m figure would probably close the road.

5. The report concentrates on flooding of the site and emergency access road. As already highlighted there is a risk of flooding to 0.08m (just over 3") annually, and 0.5m once every 10 years above the track surface. The additional documentation also concludes that this water will, (and the plan expects it to) flow across Papplewick Lane and back into the Leen and beyond. This will rely on the wooden fencing remaining and no obstruction to flow being installed, for example raising of road curbs or construction of a less permeable field boundary.

6. The assessment does not provide estimates of flooding depth across Papplewick Lane, or the extent of spread along the lane. Also, there is no estimation of volumes of water which could also be expected to be flowing along Papplewick Lane, or in the drains beneath and the additional effect of these on the depth of water on the Lane. We reiterate that Papplewick Lane has a long history of flooding at this point, with it becoming impassable from time to time. Drivers of emergency vehicles may decide against proceeding into surface water if they cannot see a safe route. This flooding could make the emergency access inaccessible during such periods

7. It seems entirely unreasonable to expect a public highway to function as a spillway for surface water generated by a residential development.

8. There appears to be little, if anything, in the assessment that takes account of flooding risk to the adjoining property. The gardens of the historic Warp Mill, adjacent to the river have been flooded by water from the Leen in the past.

9. There is also no indication that the developer has considered the effect of increased water flow on either the bridge under Papplewick Lane nor the historic weirs and other remains associated with the historic Walk Mill. These features are all listed in the HER and proposals which would impact upon them must be discussed with the County Council Archaeologist.

10. We would also like to point out that the Hyder memorandum dated 3rd February 2014 'Papplewick Lane Blockage Assessment' Figure 1, a site location photograph, signposts the River Leen. They have indicated the Leen to the east of the mill house – it is on the other side and immediately adjacent to the site boundary they show. It does not give us any great confidence if the applicant makes this basic error.

We trust you will take the above additional comments into account and we would reiterate our earlier request to be kept abreast of the proposals.

Yours sincerely

Mrs Denise Ireland
For and on behalf of Linby and Papplewick Parish Councils